October 2008
Consultation Brochure 2

Heathrow Airtrack

Improving public transport access to Heathrow Airport

Heathrow Airtrack is a proposed new rail link to connect Heathrow Airport with the national rail network to the south and west of the airport.

This brochure explains the works that are needed for the scheme and the new train services that will be provided.

A project being promoted by BAA
www.heathrowairport.com/airtrack

Contents

Introduction 4

Background 5

Why Heathrow Airtrack? 6

First Stage Consultation 7

Second Stage Consultation – Our Proposals 8

Services 9

Changes on the Existing Rail Network 10

Bedfont Court 11

Tunnel Entrance 13

Route Across Stanwell Moor and Hithemoor 14

Route Across Staines Moor 15

Footpath, Bridleway and Cycleway 16

The Chord 19

Staines Station 21

Feltham Depot 22

Environment 23

What Next? 25

Introduction

Heathrow Airtrack is a proposed new rail link to connect Heathrow Airport with the national rail network to the south and west of the airport.

BAA is planning to operate Heathrow Airtrack services in each direction from Heathrow Terminal 5 to London Waterloo, Guildford and Reading. These trains will be in addition to the services already operating on these lines.

At the same time some Heathrow Express services will be extended through Heathrow Terminal 5 to Staines.

Consultation

In spring 2008 we held a first stage consultation where we talked to residents in the Staines area to find out their views on Heathrow Airtrack. We also consulted key stakeholders, including landowners, businesses, local authorities, environmental organisations and transport bodies, as well as MPs along the route.

The purpose of this second stage consultation is to update you on how the scheme has progressed in the Staines area and also to find out your views on the whole Heathrow Airtrack scheme, which now includes a proposed new depot at Feltham.

This consultation focuses on:

- The preferred scheme from Heathrow Terminal 5 to Staines
- Options for the bridleway across Staines Moor and Stanwell Moor
- The effects of construction and operation of the rail link on local communities and the environment
- The works required on the existing railway and the new depot at Feltham
- Anticipated train services

Before BAA can proceed with the scheme, it will be necessary to obtain approval from the Secretary of State for Transport, through the Transport and Works Act order process.

We are continuing to discuss these proposals with key stakeholders. We would also value your feedback on the proposals contained in this brochure. This will enable us to make any necessary changes to the scheme before we make an application to the Secretary of State for an order early next year.

Background

There have been proposals for a rail link connecting Heathrow Airport with the south of England since the 1960s.

A number of schemes were developed during the 1960s, 1970s and 1980s, but it was decided to extend the Piccadilly line instead. Then in the 1990s Heathrow Express was built to provide services between Heathrow Airport and London Paddington. It also linked Heathrow Airport to the national rail network for the first time.

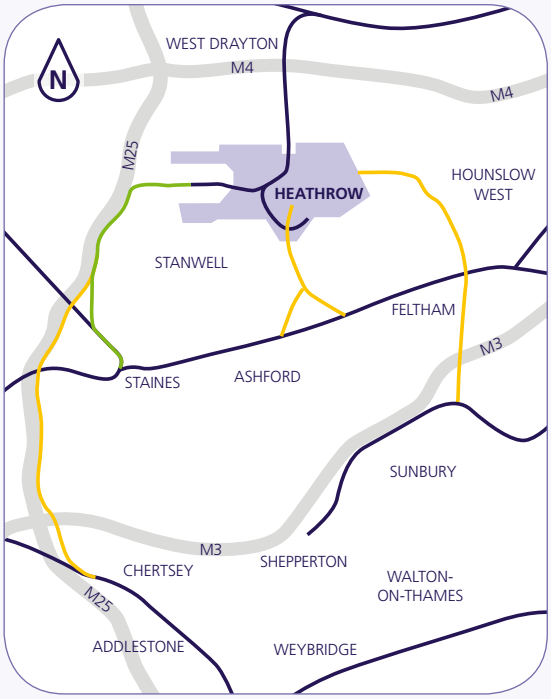
New proposals to connect Heathrow Airport to London Waterloo, Guildford and Reading were also put forward in the 1990s, but none of these were taken forward at the time. These proposals are shown on the diagram to the right.

When Heathrow Terminal 5 was given planning permission it was decided that the terminal's new rail station should be designed so that there would be space for a new rail link to the south and the west at a future date. Heathrow Terminal 5 opened in March 2008.

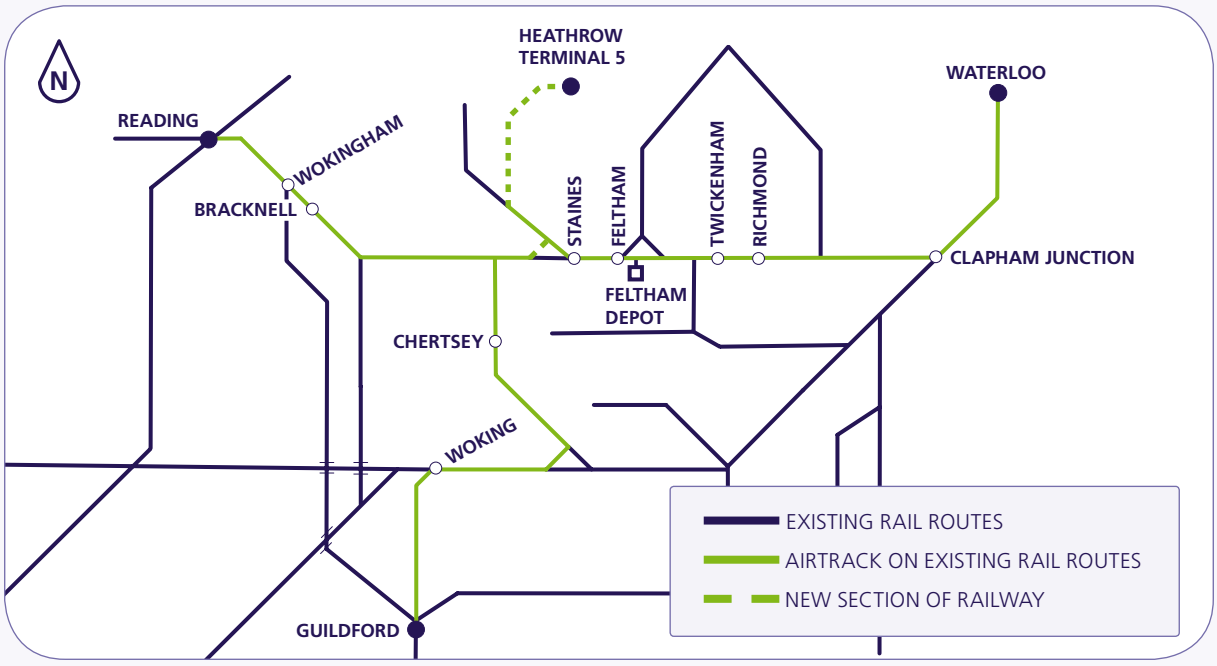
The AirTrack Forum was set up in 2000 to promote a southern rail link, which today is known as Heathrow Airtrack. In 2006, BAA decided it would take the scheme forward.

BAA will make an application to the Secretary of State for Transport for a Transport and Works Act order to get permission to build and operate the scheme. It is currently planned that this application will be made early in 2009.

ALTERNATIVE SCHEMES



PROPOSED ROUTE AND DESTINATIONS OF HEATHROW AIRTRACK



Why Heathrow Airtrack?

The main objective of Heathrow Airtrack is to improve accessibility to Heathrow Airport by public transport and so increase the number of air passengers, visitors and staff using rail to access the airport.

There are already good rail transport links between the centre of London and Heathrow Airport. However, at the moment many passengers and staff to the south and west of Heathrow Airport have to travel into central London to access the airport by rail or rely on coach services from Reading and Woking or bus services from Croydon, Kingston upon Thames and Feltham. These coach and bus services can be subject to disruption and delays. Heathrow Airtrack will provide reliable direct or one-change rail access to Heathrow Airport for passengers from:

- Reading, Guildford and Woking
- Intermediate stops on these routes
- South and south west London

Heathrow Airtrack will also offer a more energy efficient, less polluting and reliable alternative to car travel for passengers and staff driving to and around Heathrow Airport.

When Heathrow Airtrack is built, approximately 72% of Heathrow's current passengers would be living in areas that are within one rail interchange of the airport. It is estimated that there will be a reduction in today's public transport journey times along the Reading, Woking and Guildford corridors of up to 10 minutes. In some cases journey times will be greatly reduced, for example the journey from Wokingham to Heathrow Airport will be reduced from 1 hour 25 minutes to 35 minutes.

Up to 10 million passengers a year could use Heathrow Airtrack services with about a quarter of these travelling to or from Heathrow Airport.

Key benefits of the new services include:

- Improved rail services in areas to the south and south west of London and the Thames Valley
- Improved public transport access for the local community to Heathrow Airport and its transport connections into inner and central London, including Heathrow Express, Heathrow Connect and London Underground services
- Opportunities for economic growth in Staines and the wider area to the south and west of the airport
- Less airport related traffic on local and regional roads
- Increased capacity into London Waterloo, which will help reduce crowding at peak times

First Stage Consultation

In spring 2008 we consulted with residents living in Staines and Stanwell Moor on the proposed new line to link Heathrow Terminal 5 to the existing rail network in Staines. There were several parts to the proposal and we showed residents the different options for each, namely:

- Tunnelling from Heathrow Terminal 5 to Stanwell Moor
- Constructing a new rail line across Stanwell Moor and Staines Moor with overhead line electrification
- Building a new station at Staines High Street
- Building a new section of track in Staines town centre (called 'the chord') to link the Windsor line with the lines to Guildford and Reading
- Remodelling the existing Staines station

If you want to read more about the first stage consultation, the consultation document is available at **www.heathrowairport.com/airtrack**

After the first stage consultation we took the responses into account and did some further work on our proposals. This helped us to identify the preferred scheme, which is presented in this consultation document.

The following changes have been made:

- Overhead line electrification will not extend onto Staines Moor or into Staines town centre
- The route of the line across Staines Moor has been moved closer towards the M25
- The new station at Staines High Street no longer forms part of the scheme
- A bay platform is proposed in place of a through platform at Staines station

Staines High Street Station

Because of concerns expressed by local residents and revised passenger forecasts showing that there would be insufficient incremental demand, we have decided not to take the new station forward. However, the extension of Heathrow Express to Staines will mean that there is a frequent service from Staines to Heathrow Airport.

Second Stage Consultation – Our Proposals

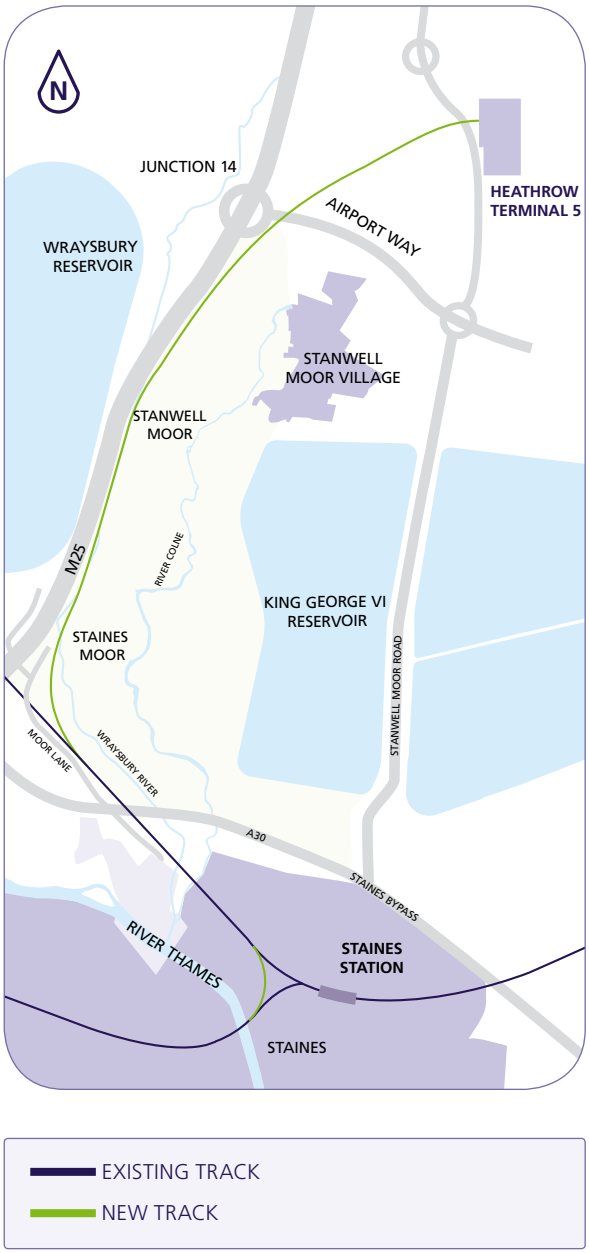
Since the first stage consultation, we have identified the preferred scheme.

We have looked at the possible effects of constructing and operating the service. This work will form the basis of an Environmental Impact Assessment (EIA) and an Environmental Statement will be produced to accompany BAA's Transport and Works Act order application.

We have also been working closely with Network Rail to plan how Heathrow Airtrack services will integrate with existing services.

A new fleet of environmentally friendly trains will be used for the Heathrow Airtrack services and as a result a new depot will be required to stable and maintain these additional trains. A suitable site that can be easily linked to the existing rail network has been found near Feltham station, as shown on page 22.

PROPOSED ROUTE MAP:
STAINES TO HEATHROW TERMINAL 5



Services

Heathrow Airtrack trains from Heathrow Airport will serve London Waterloo, Guildford and Reading, as well as a number of stations in between. These trains will be in addition to existing services.

The following services are currently proposed:

- Two trains per hour in each direction between London Waterloo and Heathrow, stopping at: Clapham Junction, Richmond, Twickenham, Feltham and Staines
- One train per hour in each direction between Guildford and Heathrow at peak times and two trains per hour at other times, stopping at: Chertsey and Woking
- Two trains per hour in each direction between Reading and Heathrow, stopping at: Wokingham and Bracknell

Network Rail is currently working with us to develop a possible timetable for Heathrow Airtrack services. Changes that may be necessary to the existing timetable are being discussed with South West Trains and the Department for Transport.

Journey times for some rail services on the Heathrow Airtrack routes may change slightly when Heathrow Airtrack services commence. There may also be minor changes to the timetable at some of the smaller stations. But overall it is anticipated that there will be little change to passengers' journeys.

Services will probably run between 5.00 am and midnight. Passengers travelling on all Heathrow Airtrack services going beyond Staines to Heathrow Airport will be charged a small supplement.

As the Heathrow Airtrack services are additional trains to those currently being operated by South West Trains, they provide additional capacity, particularly between Staines and London Waterloo. Passengers will be able to use these new services to travel between existing stations, without payment of any supplement.

The Heathrow Express service, which operates from London Paddington, will also be extended through Heathrow Terminal 5 to Staines. This will mean an additional two trains per hour in each direction between the airport and Staines. Passengers will be able to use other services to get to Staines and take the Heathrow Express services to get to Terminals 1, 2, 3 and 5.

Changes on the Existing Rail Network

London Waterloo and Reading Stations

Works are already being planned by Network Rail at London Waterloo and Reading stations. These works include measures which would enable Heathrow Airtrack services to operate to these destinations.

Level Crossings

The proposed Heathrow Airtrack services will run on the existing rail network from just north of Staines. These new services will cross fifteen existing level crossings, some of which are located in London's outer suburbs. Over the years, development has taken place in such a way that it has not been possible to provide bridges for road traffic to pass over or under the railway. The growth in road traffic means that some of the roads crossing the railway have become congested.

The effect of the additional trains on road traffic will vary depending on:

1. How important the road is in the local highway network and if alternative routes are available
2. How many extra Heathrow Airtrack services there are compared to the number of passenger and freight trains currently using the line
3. Whether the level crossing is automatic or manually controlled as automatic crossings are closed for less time
4. How close the crossing is to a station and signalling equipment as crossings near stations are usually closed for longer if a train stops at that station
5. Whether it is possible to timetable trains from both directions so that only one level crossing closure is necessary. Some crossings will close fewer times per hour than at present but others will increase

We have looked at how trains currently affect road traffic and have taken into account the changes that may arise from Heathrow Airtrack services.

We have assessed that four crossings may be significantly affected because there will be a decrease in the time the barriers are open. These crossings are located at:

- Thorpe Road, Staines
- Vicarage Road, Pooley Green
- Station Road, Egham
- Barkham Road, Wokingham

All four of these crossings experience congestion at peak times due to lack of capacity at nearby road junctions causing regular queues across the open crossing. We have investigated taking the road over or under the railway at some of these locations but have concluded that it is not feasible or justifiable. All of these locations would need additional land and possibly the demolition of properties. Even if a bridge or underpass were built traffic could still queue at peak times because of existing road congestion.

We have started to talk to the local highway authorities about schemes that could improve the efficiency and capacity of the local road network and offset the effects of existing services and proposed Heathrow Airtrack services on road traffic.

Four further crossings will be affected because there will be a decrease in the current barrier open times of around 10 – 25%. These crossings are located at:

- Sheen Lane, Mortlake
- Manor Road, North Sheen
- Star Lane (East Hampstead Road), Wokingham
- Station Road, Addlestone

The roads will be able to continue to carry the current number of vehicles per hour but some additional delay could be experienced.

The remaining seven crossings, listed below, will be able to carry the current number of vehicles per hour without difficulty because the decrease in barrier open time is less than 10%.

- Vine Road, Barnes
- White Hart Lane, Barnes
- Bedfont Lane, Feltham
- Prune Hill, Rusham
- London Road, Sunningdale
- Waterloo Road, Wokingham
- Guildford Road, Chertsey

Pedestrian Level Crossings

In Staines two existing pedestrian level crossings that provide access on to Staines Moor will be closed. Alternative access will be provided and we are currently looking at two options:

1) Using an existing bridge over the railway and building a new bridge over the Windsor line

2) Using an existing bridge over the railway and building two new bridges over the Wraysbury River and the Windsor line

Track Works

Some minor track modifications are proposed at Virginia Water and Twickenham stations to help maintain current train performance. Some works to the existing track are also required at Guildford station.

Bedfont Court

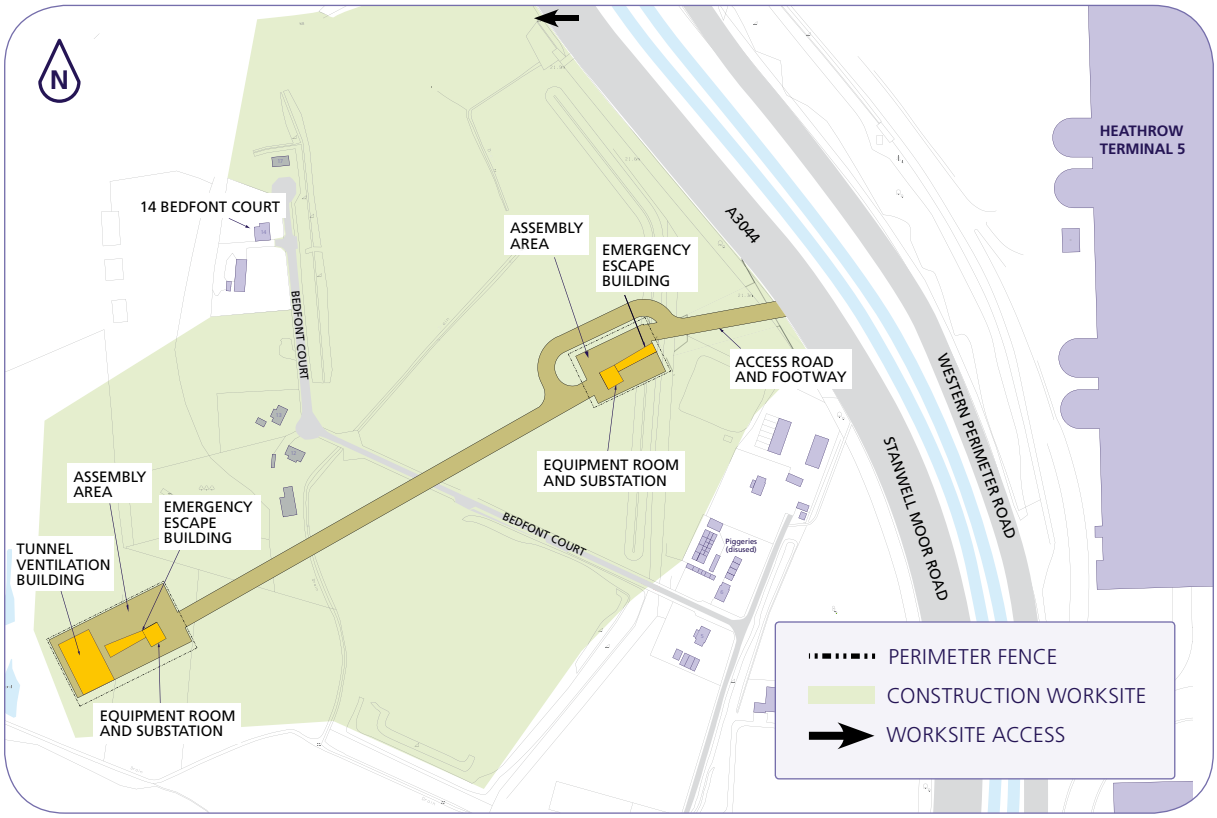
The new railway station at Heathrow Terminal 5 is underground. We will have to build two tunnels from Heathrow Terminal 5 to Stanwell Moor to avoid Airport Way and the River Colne. To do this we will excavate in both directions from a site at Bedfont Court.

When complete, there will be a railway junction under Bedfont Court. This junction will allow Heathrow Airtrack services to switch lines and access three platforms at the Terminal 5 station. It needs to be close to the station, which is why this location has been chosen.

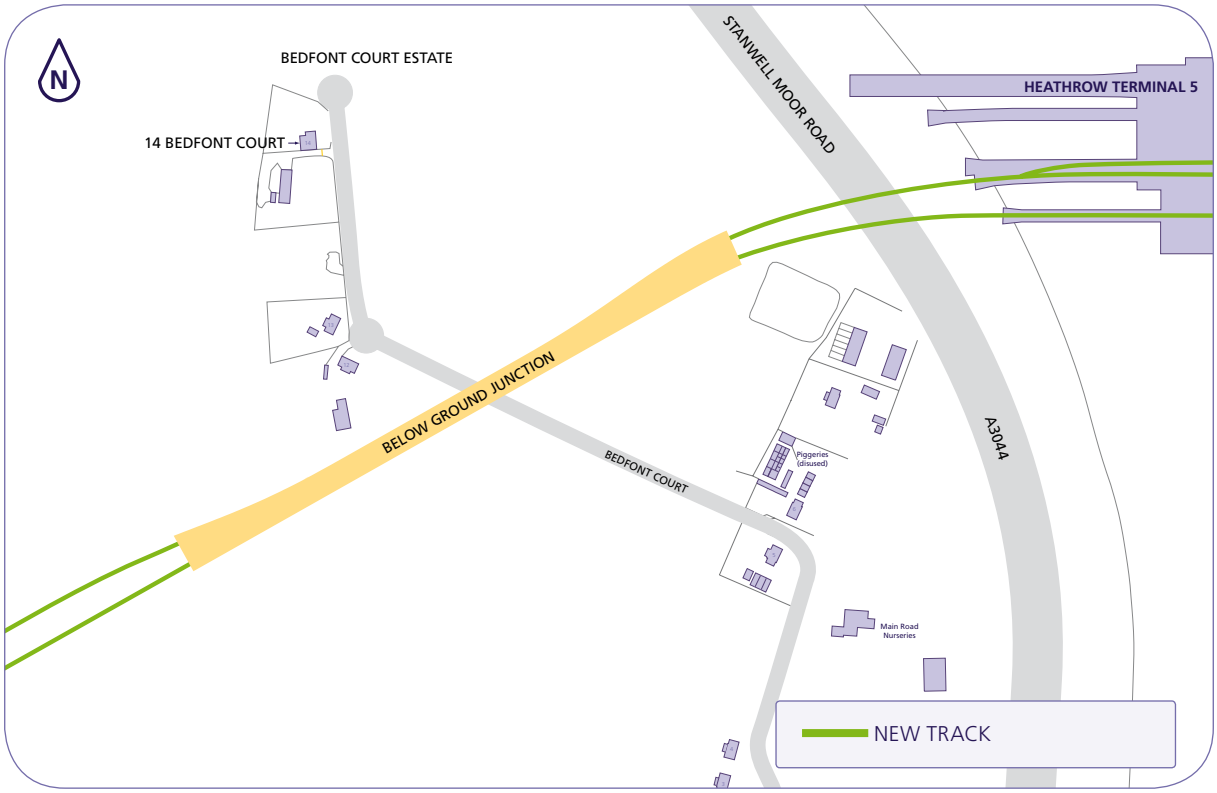
The scheme will allow a northern rail link to be connected to the station at Terminal 5 in the future.

During construction of the tunnels, we will occupy a worksite at this location, as shown on the map. Access to the worksite will be from Stanwell Moor Road. Once tunnelling is complete, the worksite will be restored and only a few buildings essential for ventilation, power and emergency access above the railway junction will be visible.

ABOVE GROUND LAYOUT



BELOW GROUND LAYOUT



Tunnel Entrance

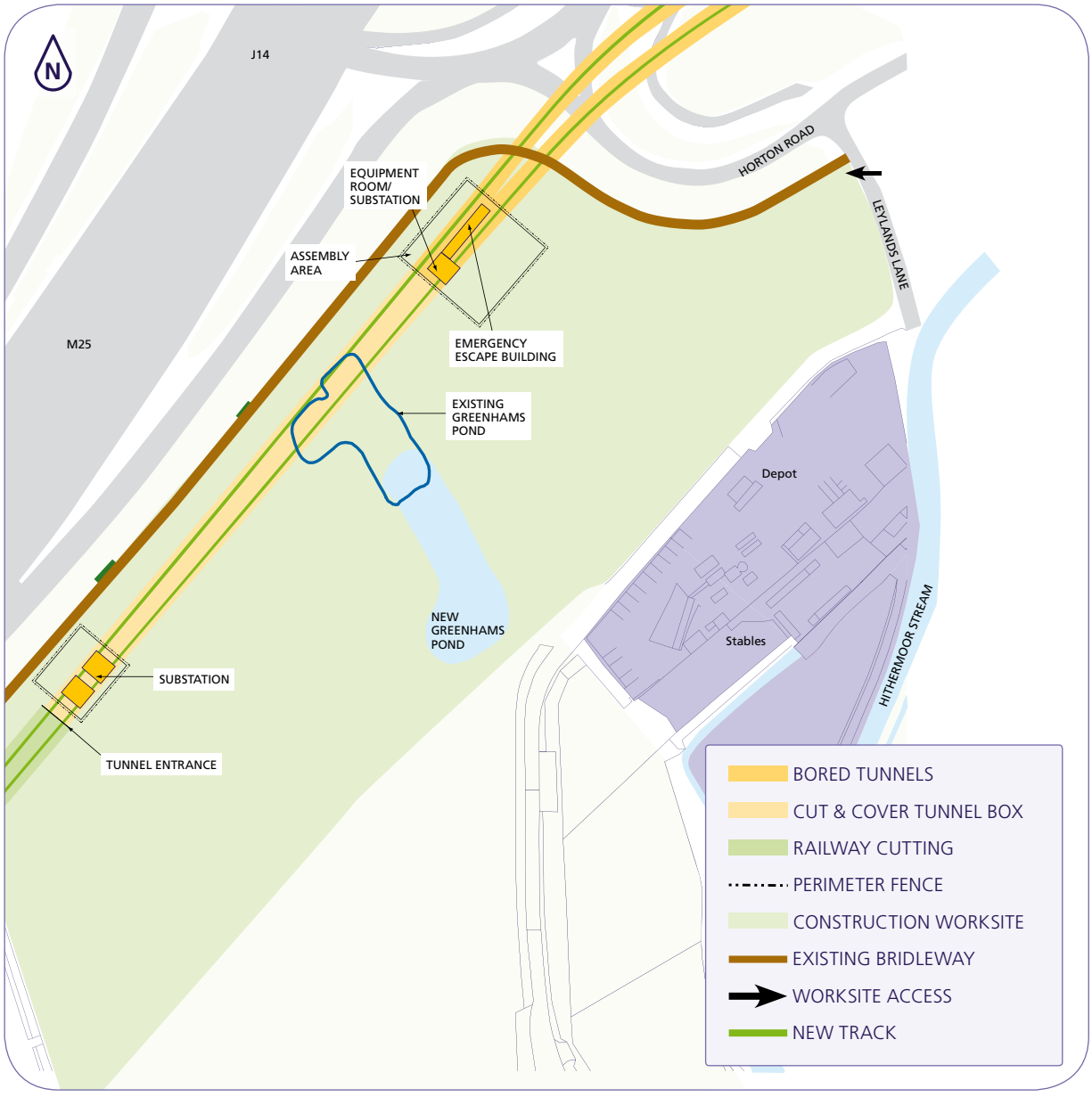
Heathrow Airtrack's tunnels will surface south of Airport Way before steadily rising to ground level. This location has been chosen to avoid tunnelling through sensitive land further south and to keep the length of tunnel as short as possible.

We will need to move Greenham's Pond eastward. This will be done gradually, prior to construction, to allow plants and animals that live in the pond to adjust to the changed environment.

A worksite will occupy this area, as shown on the map. Construction of the rail link southwards to the Windsor line will be carried out from here. Access to the temporary worksite will be from Leylands Lane via Horton Road and the M25. Construction traffic will be prevented from going through Stanwell Moor Village.

Once tunnelling is complete, the worksite will be restored and only a few buildings essential for traction power and emergency access will be visible.

TUNNEL ENTRANCE



Route Across Stanwell Moor and Hithermoor

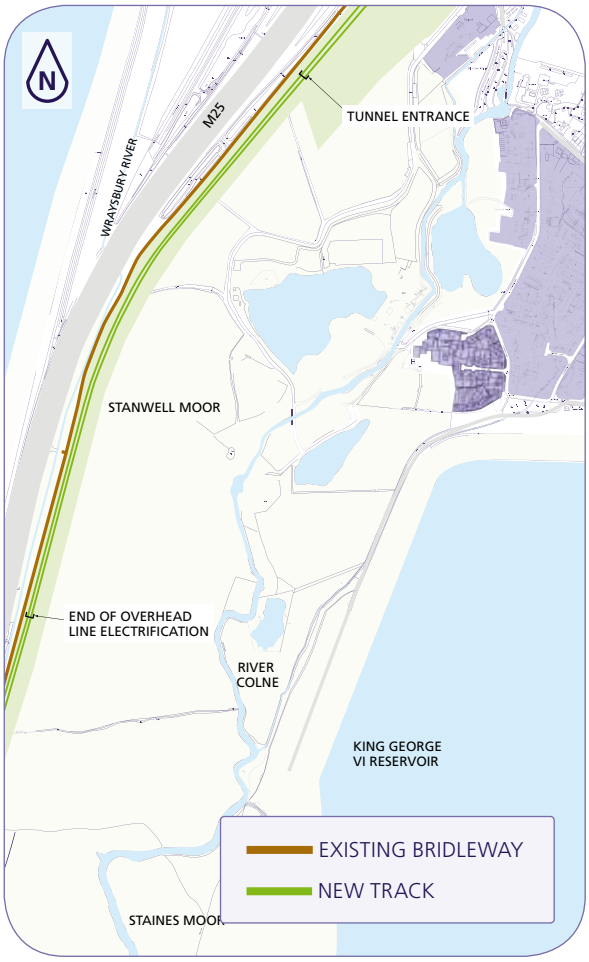
The route chosen and method of construction will as far as possible, enable us to avoid disturbing contaminated materials in the landfill site that is located under Stanwell Moor.

While the trains are below ground they will use overhead line electrification, as currently used by Heathrow Express trains. On the existing rail network to the south, trains take their power from a third rail. Heathrow Airtrack trains will need to change from overhead line electrification to third rail. It is proposed to make this switch over a distance of 1 km, south of the tunnel entrance before the trains reach Staines Moor.

To build the rail link a temporary worksite, approximately 40 metres wide, will run across Stanwell Moor and Staines Moor. The main worksite compound will be located in the worksite accessed from Leylands Lane.

Below is a photo illustration of a section of the overhead line electrification, viewed from Butts Pond.

ROUTE ACROSS STANWELL MOOR AND HITHERMOOR



Route Across Staines Moor

Moving southwards, the railway will rise onto a low viaduct, passing through the western edge of Staines Moor before joining the Windsor line.

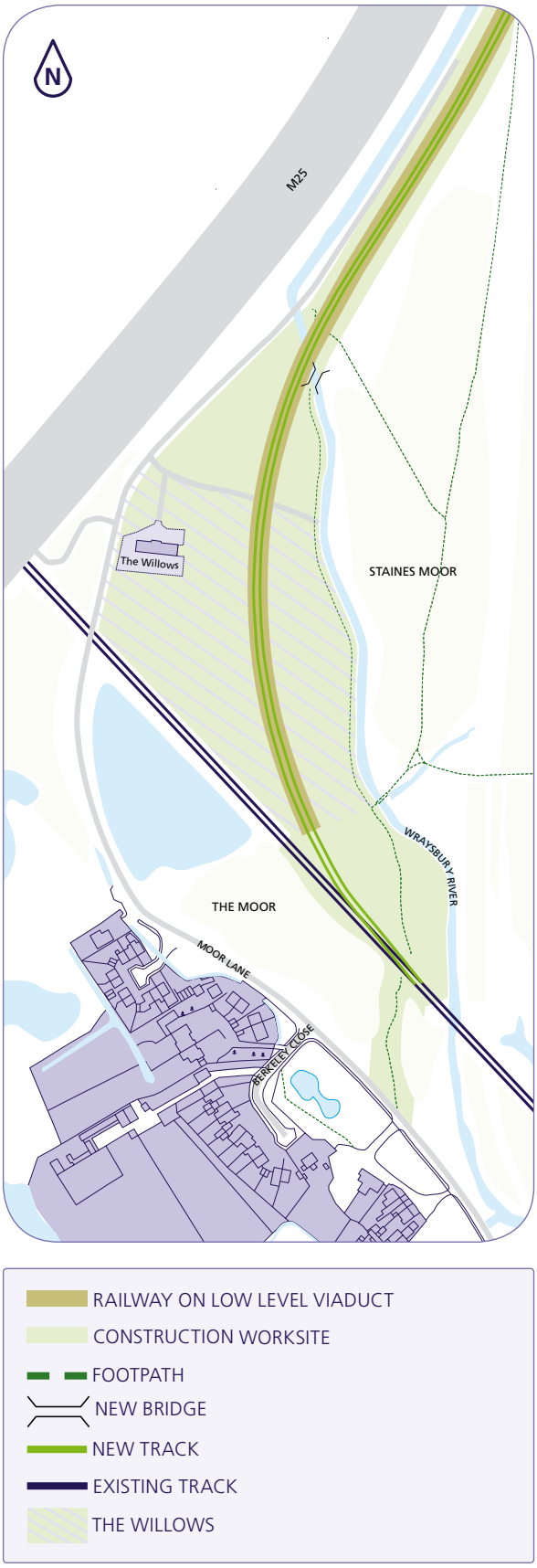
The route chosen will minimise impacts on the open space of Staines Moor, as well as on the marshy area to the west, both of which are within the Site of Special Scientific Interest (SSSI). The Willows, which is not part of the SSSI, will be affected.

Staines Moor is part of the floodplain of the Wraysbury River and the River Colne. The viaduct we propose to build will minimise the effect on this floodplain. Some additional flood storage space will also be created to compensate for any loss.

Most of the rail link across Stanwell Moor and Staines Moor will be built using the temporary worksite on Stanwell Moor. It will be necessary to use Moor Lane for a limited time during construction of the new bridge or bridges and possibly while Network Rail installs the track for the new junction with the Windsor line.

Land taken permanently from Staines Moor will be replaced, possibly using The Willows land. We will look for opportunities to compensate for habitat lost within the SSSI. This could be achieved by improving habitat elsewhere in the SSSI or by establishing new habitat on The Willows land.

ROUTE ACROSS STAINES MOOR



Footpath, Bridleway and Cycleway

We are proposing to close the pedestrian level crossing on the Windsor line behind Wraysbury Gardens. The footpath will be diverted to cross the Windsor line using the existing bridge over the railway.

We have looked at three options for the bridleway and footpaths on Staines Moor and Stanwell Moor.

Option 1

The existing footpath and bridleway, both accessed from Moor Lane, would remain in their current location. However, the existing pedestrian level crossing on the Windsor line would be closed and replaced by a bridge for pedestrian and vehicular access.

The existing bridleway would remain open during construction and when the rail link is complete.

OPTION 1

Option 2

The rail link would be built partly over the existing bridleway as close to the Wraysbury River as possible. There is a gas main adjacent to this bridleway, which would need to be diverted. This would cause significant disruption and be very costly.

A new footpath, bridleway and cycleway would be constructed to the east of the rail link. This would use the existing railway embankment on Staines Moor and would require two new bridges to be built across the Windsor line and the Wraysbury River.

For this option, the existing bridleway would have to be closed during construction. There is an alternative footpath for walkers across Staines Moor and Stanwell Moor and through Stanwell Moor village. However, there would not be access for riders and cyclists until construction of the new footpath, bridleway and cycleway is complete.

Option 2 would give users of the bridleway better views and sense of being in the open. However, it would not significantly reduce the land taken from the SSSI, as additional land would be required for the new footpath, bridleway and cycleway.

OPTION 2

Option 3

Another option would be to build the rail link to the east of the existing bridleway so that it could remain open during construction. A new footpath, bridleway and cycleway could then be built to the east of the new rail link. However, this would increase the land taken from the SSSI.

OPTION 3

The Chord

To allow trains from Guildford and Reading to connect to the Windsor line, a short length of railway (the chord) needs to be built in Staines town centre. The chord will be on a viaduct over the existing Elmsleigh Centre surface car park.

While the chord is being built, access to the Elmsleigh Centre multi storey car park will be from the Tothill car park off Thames Street. About 10-15 car parking spaces in the Elmsleigh Centre multi storey car park will be needed temporarily to create this access.

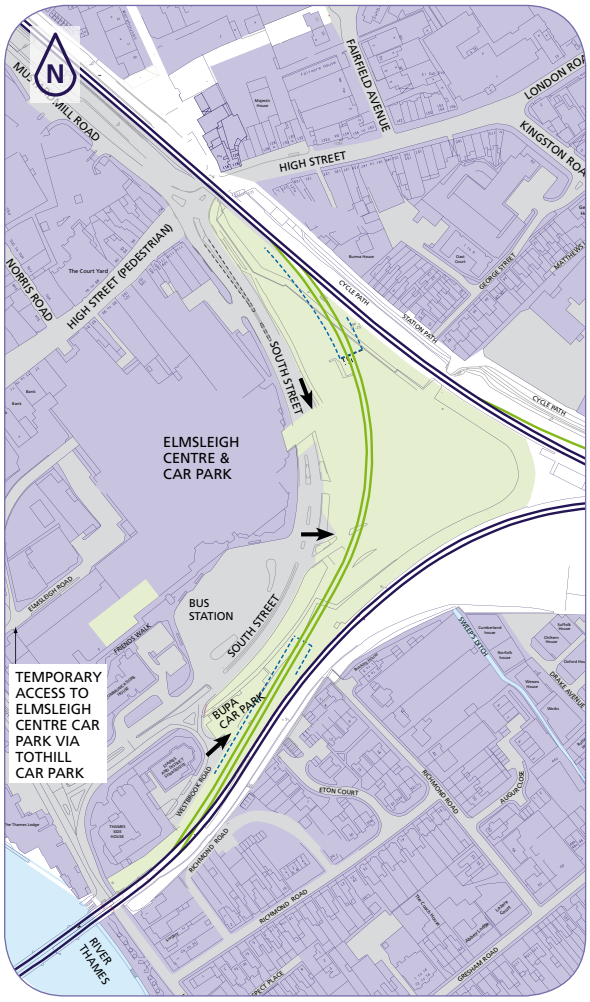
The existing access ramp to the Elmsleigh Centre multi storey car park will be rebuilt. This layout has been developed to ensure that as many car parking spaces as possible can be reprovided at surface level.

During construction, the whole of the existing surface car park will be used as a temporary worksite. Footpaths in this area will be temporarily closed or diverted at times during construction. Some weekend work will be required so that rail services are not severely disrupted, but this will be kept to a minimum.

It will also be necessary to use the Bupa car park on South Street as a temporary worksite so that the existing embankment can be widened and the existing Reading and Guildford lines can be connected to the chord.

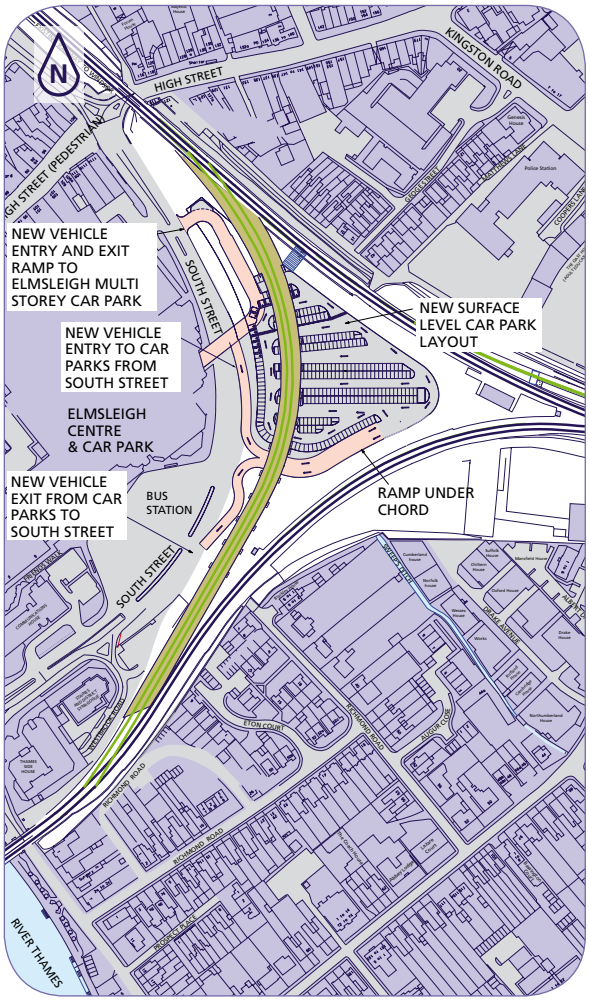
When complete, the public will have access to the area under the chord. However, the amount of car parking will be reduced by about 70 spaces.

ELMSLEIGH CENTRE CAR PARK DURING CONSTRUCTION



- CONSTRUCTION WORKSITE
- EXISTING TRACK
- NEW TRACK
- WORKSITE ACCESS
- NEW ABUTMENT/RETAINING WALL

ELMSLEIGH CENTRE CAR PARK AFTER CONSTRUCTION


N
HIGH STREET
KINGSTON ROAD
HIGH STREET (PEDESTRIAN)
NEW VEHICLE ENTRY AND EXIT RAMP TO ELMSLEIGH MULTI STOREY CAR PARK
NEW VEHICLE ENTRY TO CAR PARKS FROM SOUTH STREET
NEW SURFACE LEVEL CAR PARK LAYOUT
ELMSLEIGH CENTRE & CAR PARK
NEW VEHICLE EXIT FROM CAR PARKS TO SOUTH STREET
BUS STATION
RAMP UNDER CHORD
SOUTH STREET
ETON COURT
RICHMOND ROAD
RIVER THAMES

- NEW TRACK
- EXISTING TRACK
- NEW CHORD VIADUCT

Staines Station

In the first stage public consultation we proposed a through line and new platform at Staines station. Following further work with Network Rail we have established that this option would not allow Staines station to be modified in the future to serve longer, 12 car trains and would also have resulted in significant impacts on Pullmans Place.

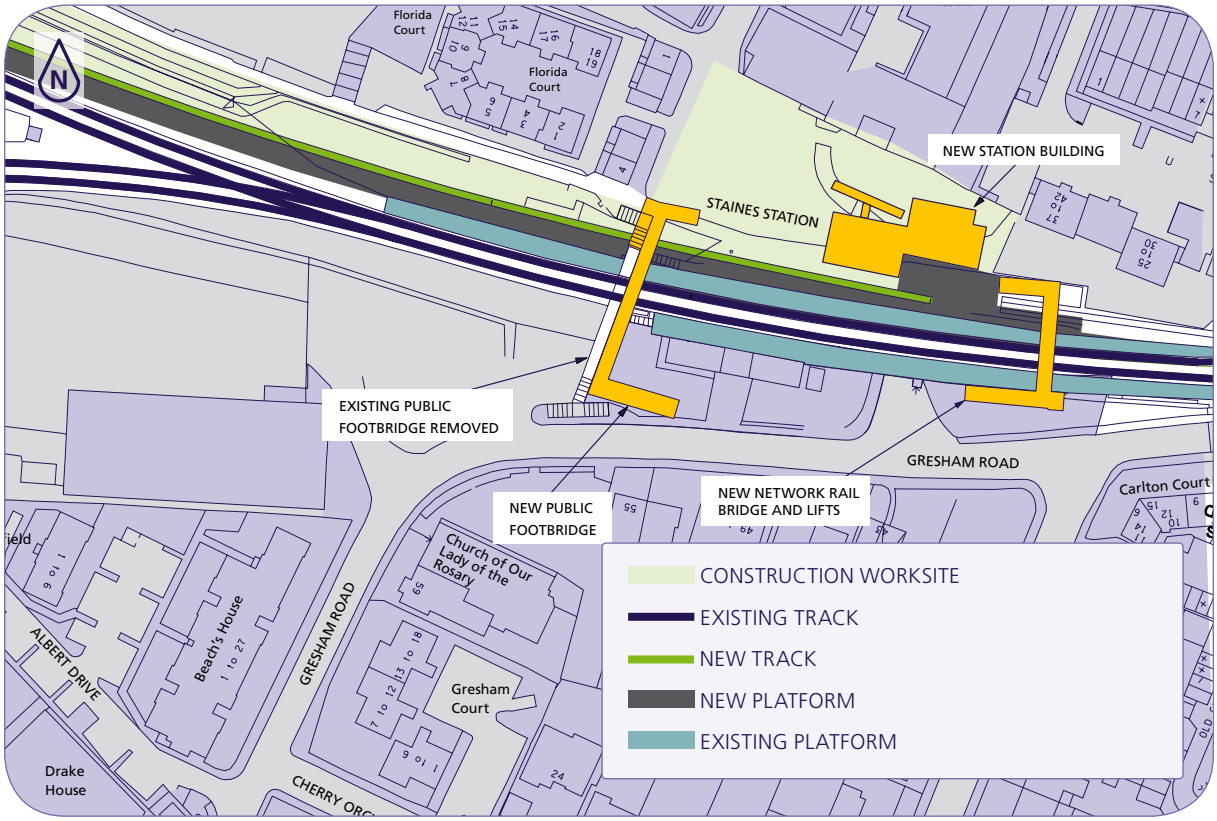
We are now proposing to build a new terminating track and third platform, which will allow trains to terminate at Staines station. This was 'alternative option 2' in the first stage consultation. This will provide additional operational flexibility if a train breaks down and enable us to turn around Heathrow Express services.

The existing Staines station building, South West Trains' offices and the footbridge will need to be demolished. A replacement station building and footbridge will be provided reflecting the added importance of the station and meeting the needs of existing and new passengers. The gardens at Pullmans Place will now not be affected. Staines station will remain open during construction.

The new platform will extend westward along the northern side of the existing lines. This may result in some of the mature trees along this embankment being removed and temporary closure of the footpath for short periods.

The existing station car park and car parking spaces for South West Trains' offices will be used as a temporary worksite. The worksite will be accessed from Kingston Road.

STAINES STATION



Feltham Depot

A depot will be required to stable, maintain and clean the new Heathrow Airtrack fleet of trains. It could employ up to 60 staff and as many as 70 train drivers.

This depot needs to be linked to the existing rail network, preferably close to Staines so that trains can easily get to the four stations where services commence.

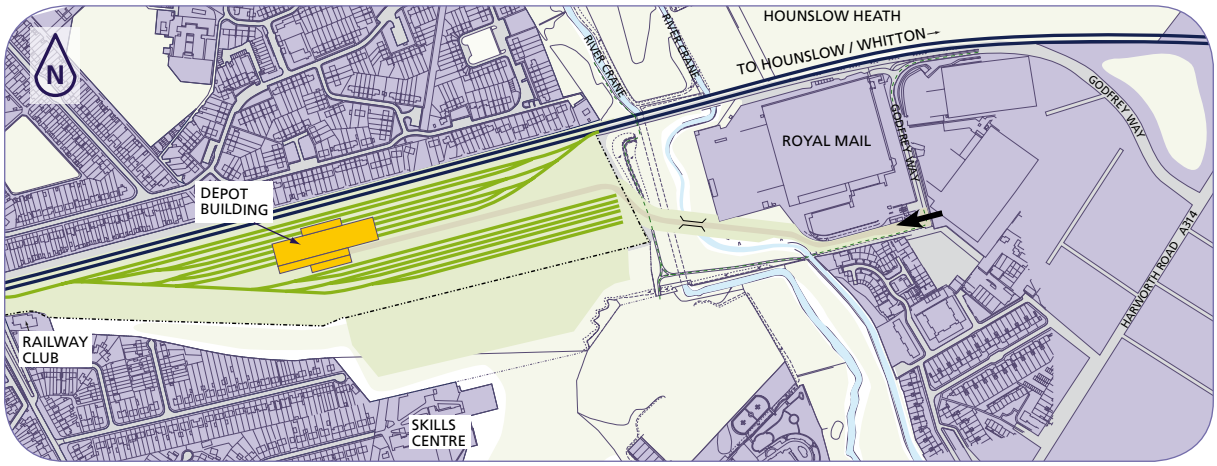
The former marshalling yard at Feltham has been identified as the best site. It is located on the southern side of the London Waterloo to Reading line just to the east of Feltham station.

Our proposal is to build an independent depot for Heathrow Airtrack trains as shown below but it is possible that proposals for a combined depot for Heathrow Airtrack and South West Trains may be developed in the future.

Access to the depot will be from Godfrey Way and across Royal Mail's car park, requiring a new bridge across the River Crane. This new access road will be built first and will be the main access point to the worksite during construction and when the depot is operational.

The whole site will become a temporary worksite.

FELTHAM DEPOT



Environment

The scheme will be carried out on land with a range of uses. This includes farmland, Metropolitan Common land on Staines Moor, all of which is a SSSI, existing rail corridor, car parks in Staines town centre, Staines station and a former marshalling yard at Feltham.

Protection of the environment has been and will continue to be one of the most important aims in developing the scheme. We have tried to avoid impacts on the environment wherever possible and to minimise any adverse effects.

The majority of land will be bought from commercial landowners and Spelthorne Borough Council. It will only be necessary to buy land from one private house owner.

The new rail link between Heathrow Airport and the existing Windsor line runs through the Green Belt and the Colne Valley Regional Park, crossing Stanwell Moor and Staines Moor.

Stanwell Moor contains a former, now restored landfill site. The route avoids contamination as far as possible.

The route across Staines Moor has been moved closer to the M25 to minimise land take from the SSSI. As well as avoiding more sensitive ecological areas this has also moved the line further away from the main open space of Staines Moor.

The choice of route will ensure impacts on Staines Moor's historic and cultural significance are minimised. Our archaeologists are working to identify where buried remains may be at risk. They will agree with local councils the need for and scope of more detailed investigations prior to construction.

This section of the route will also cross the floodplain of the Wraysbury River and the River Colne. We will therefore use a low level viaduct to limit the loss of flood capacity and reduce physical impact on the habitat. However, some mature vegetation will be lost.

There are dwellings along the railway corridor at Bedfont Court, Moor Lane, Staines town centre, Staines station and the Feltham depot. During construction, the scheme will cause temporary local disturbance from noise, visual impact, construction traffic and road closures. Measures will be taken to limit these as far as possible by working to a Code of Construction Practice, which will be agreed with the local authorities.

Construction of the chord across the Elmsleigh Centre surface level car park will mean that parking spaces are lost both temporarily and permanently. It will be necessary to remove the existing access ramp into the multi storey car park but temporary access will be provided via the Tothill car park. When the works are complete, a new ramp access will be restored to the multi storey car park.

The new platform at Staines station will require the replacement of the existing station building and footbridge. Both of these are locally listed.

The land on which the Feltham depot will be built is the site of a former train marshalling yard. It is, however, located within the Metropolitan Green Belt and is a designated Nature Conservation Area. The Crane River Valley runs along the eastern boundary of the site. The existing footpath and cycleway will be preserved and enhanced after the depot has been built. The habitats that have regenerated are locally recognised for their ecological value. Surveys will be carried out and measures taken to minimise the effect on important plants and animals. The depot will be designed to minimise noise and light effects on neighbours and screened using vegetation wherever possible.

In the long term, there will be visual impacts from the railway crossing Stanwell Moor, the viaduct and junction on Staines Moor, the chord viaduct and the car park ramp at The Elmsleigh Centre, the new building and footbridge at Staines station and the depot at Feltham. These new structures will be designed to limit these impacts. Landscaping and planting where appropriate along the route, will help to minimise the visual instrusion of the rail link.

The section of rail link powered by overhead line electrification will stop before the boundary of Hithermoor and Staines Moor, therefore limiting the extent of visual impact across Staines Moor.

We are currently assessing whether there are potential noise impacts from the new service. Where significant noise impacts are predicted we will seek to reduce these where practicable by using appropriate mitigation measures.

Staines town centre and the area around the depot at Feltham may experience additional traffic congestion during construction. Lorry routes and delivery times will be carefully managed to minimise disruption.

Construction worksites will also result in additional temporary land take but restoration works following construction will regenerate the natural environment around the rail link. Wherever possible, the rail link is being designed to avoid impacts on the landscape, wildlife, land and water resources but there will be some loss of habitats within the rail corridor and at the depot site. Measures will be taken to protect environmentally sensitive areas during construction.

What Next?

Anticipated scheme milestones	Date
Second Stage Public Consultation	20 October – 15 December 2008
Transport and Works Act (TWA) order application submitted	Early 2009
Public Inquiry	Late 2009
TWA powers approved	Mid 2010
Construction starts	End 2010
Heathrow Airtrack services start	Late 2014

We would welcome your comments on the scheme by Monday 15 December 2008.

Please fill in the attached feedback form and return FREEPOST to Heathrow Airtrack.
If you would rather not provide your full address, please supply your postcode only.
All the information you provide is confidential.

If you would like further information on this scheme please write to
Heathrow Airtrack
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Upper Brook Street
London
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Alternatively, you can call the Heathrow Airtrack team on
020 7529 4910

You can email us at
heathrowairtrack@cjassociates.co.uk

This information is also available at
www.heathrowairport.com/airtrack

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